

PEDALPRESS



MERSEYSIDE
CYCLING
CAMPAIGN

cycling
UK
MERSEYSIDE



**Make every day
a car-free day**

**Climate emergency?
Let's build more roads!**

AUTUMN 2019 • FREE

From our Cambridge correspondent...



Many of you will know that during the summer of this year, I changed jobs and had to move to Cambridge. This has meant that I am unable to put myself forward as Chair at this year's Merseyside Cycling Campaign AGM, although it is right that someone else should carry out this role, as I have been Chair for many years now.

The move to Cambridge has involved a bit of a culture shock and as a committed northerner, the South East does have a different feel to it, even in an enlightened



city such as Cambridge. But what about the cycling?

The first Monday morning I arrived at Cambridge station, I was shocked to see how many people were cycling. What's more, there were huge numbers of Bromptons, bikes with baskets and Bakfiets or trikes carrying children. It did feel very Dutch and I was impressed by the huge multi storey covered cycle park next door to the station. Not far from the station was a long covered pedestrian and cycle bridge which crossed the railway lines and provided a traffic free



Merseyside Cycling Campaign was set up in 1985. The campaign has a central committee of volunteers who deal with Merseyside wide issues and campaign policy.

The Campaign's monthly general meeting is held at Fodder Canteen, 65a Norfolk Street, L1 0BE, on the third Monday of each month. Business starts at 6pm. The agenda includes opportunities to discuss current issues and planning matters. All welcome.

Committee

President: Lewis Lesley

Chair: Alan Johnson

Secretary: Andrew Grimby

Membership Secretary:
Stella Shackel

Treasurer: Chris Beazer

Media: Don Thompson

Website Officer:
Martin Dunschen

Technical Officer (Planning):
Roland Graham

Campaign email
merseysidecyclingcampaign@hotmail.co.uk

Website www.mersecycle.org.uk

Facebook [@mersecycle](https://www.facebook.com/mersecycle)

Twitter [@mersecyclists](https://twitter.com/mersecyclists)

PEDALPRESS

Pedal Press newsletter dates:

Winter 2019-20 issue copy
deadline: 10 December 2019.

Pedal Press editors:

Don Thompson and Slim Smith
pedalpress@mersecycle.org.uk

The views expressed in *Pedal Press* are not necessarily those of Merseyside Cycling Campaign

JOIN THE CAMPAIGN

Membership is open to anyone – cyclist or not – who supports our aims and objectives for safer cycling, traffic calming and a better, healthier environment.

Membership is free, however, the campaign relies on donations of time and money.

Sign up at
www.mersecycle.org.uk

short cut away from the busy Cambridge roads.

Yes, Cambridge has a real problem with congestion with a lot of traffic coming into the city each day. The problem seems to be that it is a prosperous city with a lot of tech companies, but also lots of service industries supporting businesses, a university and tourism... and it's close to London. The city is simply too small for its population and housing is absurdly expensive. As a consequence, lots of people commute from outside the city. As public transport is not great and expensive, many people tell me that it is too expensive to commute by train. Its crazy and makes me miss Merseytravel and relatively cheap travel.

For the cyclist, the actual cycle facilities are good, but not as comprehensive as you would expect. But what you do have is a critical mass of cycling which means that people expect to see cycles, treat it is a normal means of transport and if they do not cycle themselves, will know many people who do. This creates higher levels of empathy, patience and tolerance. It also means that there are loads of places to lock up your bike when out shopping. I smile at all the brackets fitted outside two up two down terraced houses which people use to lock their bikes up outside

Another thing is that as the university owns a lot of land in the city centre, there are substantial

green spaces which provide excellent green corridors and shortcuts away from the traffic. The path alongside the River Cam is particularly good and acts as a superhighway, although you need to watch out for the cows on Midsummer Common, especially at night.

It has few hills compared with Merseyside and perhaps it is a little less windy, but overall I see little reason why other cities cannot emulate Cambridge and encourage increasing levels of cycling. It actually doesn't require a lot of infrastructure, just restrictions on vehicle access on some roads, removing some on street parking, painting cycle lanes in both directions on roads that are one way for motor vehicles and linking these to green spaces.

Cambridge clearly isn't perfect, but it does capture the imagination as it is a genuine cycling city and it is a place that other cities should look to. There is a lot that can be learned, although in many ways it shows what a place can look and feel like when lots people change the way they get from A to B and help create a more liveable city. I still miss cycling in Merseyside, but continue to be amazed that those responsible for movement in the City region, still struggle to find the enlightenment to make those small and basic steps to embrace cycling and to lead on making Merseyside a genuine cycling city region.

Alan Johnson

Reporting incidents to the police

To file an online report visit the Merseyside Police website then choose 'Report' followed by 'Road traffic incident' and follow the system from there. You'll be given a reference crime reference number at the end which you can use to follow up if needed.

www.merseyside.police.uk

Collideoscope

Collideoscope invites you to report cycling collisions and near misses in the UK. It collects the reports together and makes the data available to planners, researchers and campaigners with the aim of making our roads safer for all. Collideoscope is a joint project from mySociety and the Merseyside Road Safety Partnership.

You can report actual collisions between a bicycle and another vehicle, or near misses where an incident was averted. Additionally you may report incidents where no other vehicle was involved, such as collisions or near misses with pedestrians, street furniture... or anything else.

Do not report incidents that have been reported to the police and are under investigation as this might prejudice any resulting court case.

www.collideoscope.org.uk



Pothole reporting

Cycling UK set up **FillThatHole** so all road users can have an easy way to report potholes and road defects wherever you find them. Cycling UK contacts the right people to get the roads repaired.

www.fillthathole.org.uk

Local council pothole reporting

Liverpool bit.ly/2WLLPv

Wirral bit.ly/2LITuyF

St Helens bit.ly/2VwD9gt

Knowsley bit.ly/2HTfgsw

Sefton bit.ly/2VsuVpA

Halton bit.ly/2LILSw3



Speed limits increased

On the 25th September Liverpool City Council proposed and agreed to increase road speed limits near Liverpool City Centre. The speed limit will be raised from 30 mph to 40 mph between Leeds Street and Millers Bridge. Objections were made to the

council about the increase in speed limits, but these were ignored. Although additional cycling infrastructure has been provided, cyclists should not be limited to pre-determined routes that often end up compromised. Cycling on a 40mph dual carriageway is not safe and bikes often end up cycling on pavements

to preserve life and limb. The governments own claim is that at 40 mph, 90% of pedestrians are killed when hit by a vehicle. It's ironic that the council who recently declared a climate change emergency is so keen to move polluting traffic quickly towards the city centre. It also seems they are content to increase likelihood of pedestrian and cyclists fatality in one of the worst cities in the UK for cyclist and pedestrian safety.

Tim Williams



News updates

- Regent Road, the dock road in Liverpool now appears to be finished, all lined and resurfaced, sadly it looks like they are now going to dig part of it up again lots of utility cable marking lines on part of it, yellow and blue lines, the traffic lights promised in the plans at the Tobacco Warehouse, have not been installed to give cyclists a free run over the Bascule Bridge, we have a dangerous junction outwards and no route on the road inwards to Liverpool, unless you use the narrow and slippery wooden deck boards at side of bridge. Beware of crossing the numerous exit entrances as there are no warning signs except for two on the whole route, there is a possibility of collisions with vehicle drivers not paying attention.

- The bus layover near the old tunnel exit at Haymarket, Liverpool, is nearing completion, another huge waste of money when plenty of land is available up Scotland Road, so expect

more buses in the area. It's destroyed mature trees and forced small businesses to relocate due to noise and lack of passing trade in what used to be a green oasis.

- Fishermans Crossing, near Formby, approach road from Freshfields station to the foot crossing is closed from 23 October for a few weeks. Today the route was full of deep water filled holes.

- The Churchill way flyovers Liverpool, are almost gone, being recycled into new hard core and steel scrap, the whole area looks brighter, but so many lanes of road, and no bike lanes.

- Some of the signage for the Wirral Coastal route has either been stolen, gone missing or been moved in wrong direction, take care when out if you don't know the area or you may well end up going the wrong way.

Raul a cyclist

The Busby app calls for assistance

Busby is a new app from a Liverpool-based company that turns any modern smartphone into an intelligent incident detection device. Busby monitors the sensors in your phone in order to automatically detect incidents like a crash or a fall. If Busby detects an incident you'll be asked if you are OK. You'll have 30 seconds to move or respond before Busby assumes you need help. If you don't confirm you are OK, your emergency contacts will be sent your location via SMS so help can arrive quicker than ever before.

There is also a bonus scheme, for every protected mile a user does using Busby they gain 'Busby points' which can be spent on discounts on goods or services.

Busby also offers an easy to use 'near miss' button. Easily record



when and where you have a near miss with one click of a button.

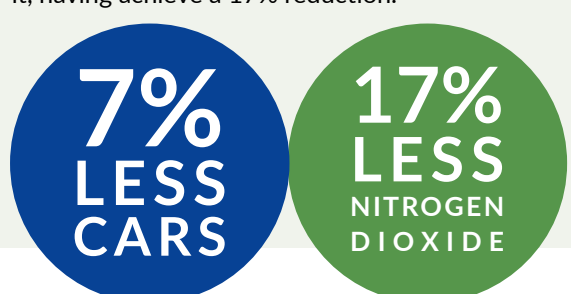
Busby is a free app available on IOS and Android app stores. www.k-safe.com

Nottingham cuts cars

In 2012 the city of Nottingham introduced a workplace parking levy, companies with more than 10 parking spaces pay an annual £415 fee per space. Nottingham has used the £61m raised to date, along with government money, to fund a £580m tram network.

When the plan was announced, the local chamber of commerce was against it, saying that businesses would leave the city. But in fact the number of businesses has increased by 2,350, almost 25%. There has been a net increase of 23,400 jobs (up 14%). Car use has dropped 7% and public transport use has increased by 7%.

In 2012 the city was above the legal limit for nitrogen dioxide pollution, but is now well below it, having achieved a 17% reduction.



The failure of Liverpool City Council consultations



Recent consultations by Liverpool City Council (LCC) on the provision of cycling facilities have provoked a regressive backlash that has had a strong effect on the consultations, slowing them down and altering them. MCC has been ineffective in responding to these consultations and its informed, knowledgeable opinion has been sidelined.

Woolton Road

From the very beginning, it was unlikely that protected cycle lanes could be created on Woolton Road. LCC claimed that there was not enough in its budget to create proper protected lanes.

Both LCC cycling officers Karen Stevens and Jayne Rodgers have suggested that getting a 'paint on the road' cycle lane in place would establish the principle, and that protected lanes could be created later. Has this process ever actually happened anywhere?

There might have been some opportunities to create mandatory cycle lanes on parts of Woolton Road, but the opposition to this was organised and effective. A school that teaches children how to cycle objected to a safe cycle lane being created outside the school. Local residents said they were unable to park their cars in a side street and walk round the corner

to where they lived. There was also the problem of MCC not being aware of consultations happening.

MCC did try to respond to the scheme positively, but only being offered advisory 'paint on the road' lanes made it difficult.

Ropewalks

The Ropewalks scheme has two facets: Phase 1. Bold Street and Seel Street; Phase 2. general upgrade to roads and footpaths.

The Phase 1 plan was to pedestrianise Bold Street with cycling allowed, and to create a cycling contraflow on Seel Street. Because of objections from a small number of businesses, this part of the plan has not yet been able to proceed. LCC has held private meetings with the objectors, MCC with all its expertise was not invited.

The phases have been switched around and the general upgrade work will now commence. For Bold Street and Seel Street there is currently 'no design' for the pedestrianisation plans and whether they will ever be implemented is not known.

Princess Avenue

The Princess Avenue STEP scheme was presented at a 'consultation' after it had already been designed. The view of cyclists was that the

Visualisation for the Princes Avenue scheme

scheme was pointless, it did not provide safe segregated cycle paths on either side of the boulevard where they would be useful. Instead it provided a continuous path that had to be accessed at either end by a time-consuming wait at two toucan crossings shared with pedestrians. LCC councillor Steve Mumby said the scheme was a total waste of money. But the designers of the scheme argued that the continuous cycle path on the boulevard would be of benefit to children and nervous adults.

The consultations continued with minor tweaks being made to the scheme. Then a group of local residents became involved with the consultations and objected to the main strategy of the scheme, making the central reservation continuous. LCC has since held private meetings with these residents, MCC with all its expertise was not invited. The latest version of the scheme has the boulevard chopped into three sections, as it is today, with motor traffic cutting across it.

No parent is going to allow their child to cycle on it, nervous cyclists won't use it, the scheme is even more of a waste of money than ever. But the funding runs out in March 2021 so it will be built, and a claim of creating new cycle lanes will be made.

Slim Smith

3
SCHEMES
0
SAFE CYCLE
ROUTES



Photo courtesy Jenna Jensen / World of Environment 2019



Wavertree goes car free

Wavertree Car Free Day

Sunday 22 September

Car Free Day is an international event held on 22 September every year, it focuses on raising the awareness of the nuisance caused by the use of private cars in the city (air pollution, noise, etc.). It also stresses the rights of pedestrians and cyclists, the need for more and better public transport, and helps people rediscover their local architectural heritage. The idea is to reconsider urban transport with

the prospect of sharing streets more efficiently.

Up to 2,000 towns around the world take part in Car Free Day.

The first recent such event on Merseyside took place this year on Wavertree High Street – the road was shut to motor vehicles from 11am to 3pm.

The weather was a bit damp and dreary, but it didn't stop people from coming to enjoy a cricket match in the road, various kinds of football, dancing and several stages of live music from local bands.

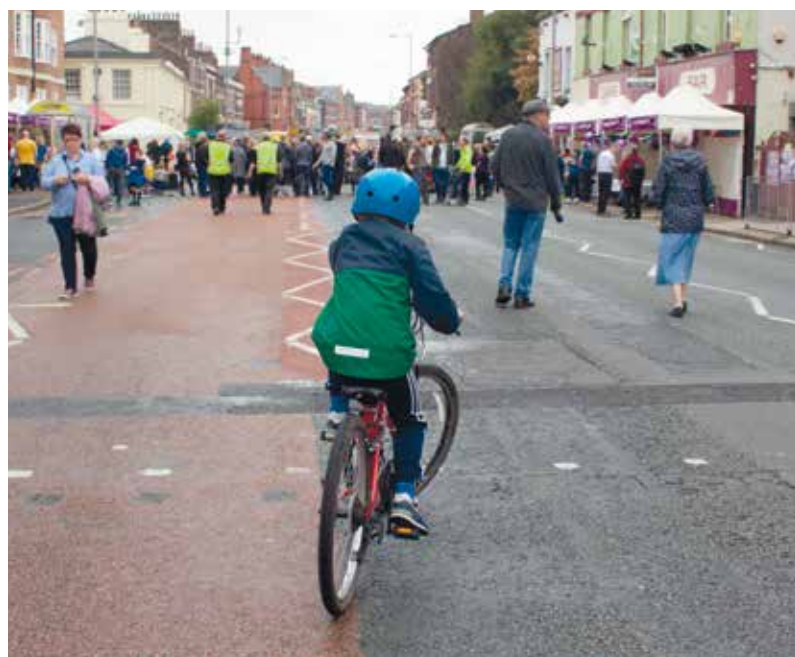


Photo courtesy Jenna Jensen / World of Environment 2019

How to win the argument for cycling and walking



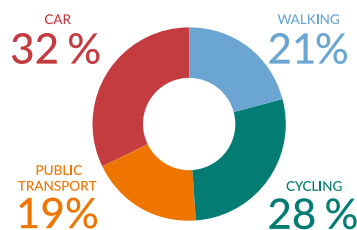
Cycling and Walking seminar

Thursday 3 October 2019

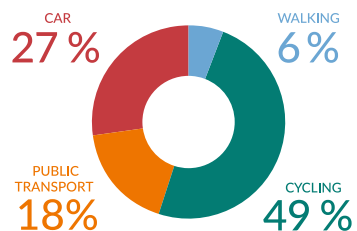
Hosted by Engage Liverpool, this seminar on the theme of cycling and walking was set up in response to local residents complaining that the infrastructure for cycling just isn't good enough and cyclists feel unsafe on the roads. Pedestrians would like walking to have a higher priority than cars and that this is reflected in the design of the streets.

The main speaker was Klaus Bondham, CEO of the Danish Cyclists' Federation and former mayor of technical and environmental affairs in Copenhagen. Mr Bondham gave a lively and amusing talk on some of the ways Copenhagen has persuaded people to use public transport and active travel rather than using a motor car. The bicycle

ALL TRIPS TO, FROM, AND IN COPENHAGEN, 2018



TRIPS TO WORK AND EDUCATION IN COPENHAGEN, 2018



share of trips to work and education within the city borders was 49% in 2018.

From an early age children are taught how to use a bike and have fun on it, without burdening them with the rules of the road at that stage.

66% of school children in Copenhagen use active transport, i.e. walking, cycling, scooter, roller skates, etc., and 34% go by car or public transport. 25% cycle and 38% walk to school. It's been shown that children who cycle to school perform better.

Another successful initiative has been to provide free travel on trains, with well signed spaces for cycles. This has increased train use by 8%.

Left to right:
Gerry Proctor of
Engage, Kevin
McCann, Klaus
Bondham,
Nathalie
Nicholas, Simon
O'Brien, Chris
Boardman,
Danny Robinson

The next speaker was Cllr Nathalie Nicholas, deputy portfolio holder transport & air quality at Liverpool City Region. Ms Nicholas had the unenviable task of showing LCR's travel plans with a lacklustre Powerpoint presentation. These plans had already been made public and members of MCC had already wondered LCR was thinking of, and how they had developed these plans without consulting cyclists.

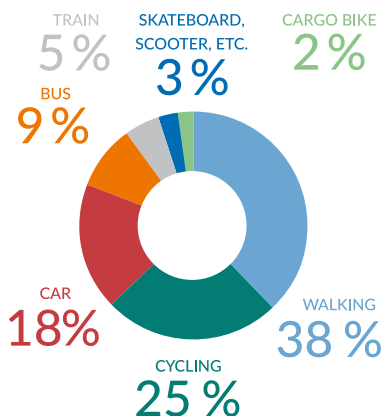
Next up, Liverpool City Council's cycling champion Simon O'Brien gave a short, lively talk on his campaigning role. He said that his article in the last issue of Pedal Press had helped stir things up and that he now felt that there was finally change in the air. He has been given a small budget and is investigating potential routes that could link the Loopline, canal path and promenade into a circular cycling path.

Kevin McCann of Sustrans discussed the need to create a liveable city and cited Church Street as a road that had been hostile to pedestrians in the past but was now much more pleasant.

Daniel Robinson of Peloton Liverpool followed and talked about his work with disadvantaged communities and how important it was to engage with people on the margins. "Engage children and they will take everything forward for us," he said.

Slim Smith

COPENHAGEN SCHOOL CHILDREN'S TRANSPORT MODE TO SCHOOL



Simon O'Brien's
article in Pedal
Press



South Liverpool dual-carriageway protest

Liverpool City Council held a consultation in July 2019 on a scheme that included Sefton Street, Riverside Drive, Jericho Lane to the junction with Aigburth Road.

The invitation to the event said that LCC 'is carrying out a study to examine options for improving the transport network'.

Visitors to the consultation were baffled at the lack of information being presented.

One visitor commented:

"Talking to the officers they responded in vague terms with indirect obtrusive answers".

It now transpires that in the previous year, 2018, LCC had already drawn up detailed plans for a dual carriageway to be built along this route, plans that were not available to visitors at the 'consultation'.

LCC said "A formal Public Consultation will be held later in the year". We await further notice.

The consultation was held

2018
ROAD PLAN
DRAWN UP
2019
PUBLIC
CONSULTED

days after LCC declared a climate emergency. We all know that creating more roads creates more motor traffic. How does that fit with the climate emergency?

On 24 October a protest was held on Riverside Drive so that people could express their displeasure at the council's plans. It drew a good array of people of all ages who repeatedly used the toucan crossing to walk across the street with banners.

Slim Smith

Meanderings

Aside from the monthly meeting, where through a collaborative effort of multiple contributors following an agenda of topics and issues members have raised, there are other opportunities to maintain and explore to ensure cycling and the benefits it brings. Today's challenges include congestion, obesity, air quality, social cohesion, climate change – the MCC work to ensure all the above are recognised by the stakeholders who can engender and encourage this mode of transport that will help deliver on these challenges to our city region.

Cycling rates have increased by approximately 100,000 in the past year, with a significant increase in the number of women riding. This comes from Sport England's Active Lives Survey, which was released this month.

Rail & Cycle Forum

The Rail & Cycle Forum for the North met in Leeds this month and members were welcomed by Councillor Carlill, who is engaged in promoting active and sustainable travel in Leeds. He spoke about the work of the rail operators in increasing cycle parking but was keen to encourage more space on trains for bikes and encouraging buses and taxis to carry bikes. The thirty or so members of the forum had presentations from Charlie French (First Trans Pennine Express) and Craig Alexander (Northern), both of these rail operators are introducing new stock over the next few

months and whilst cycle accommodation appeared to remain the same, guards have been instructed to accommodate up to four cycles. The booking system for cycles was explained and with an improved arrangement the process can be done just 15 minutes prior to travel. Work was also proceeding on graphic platform indicators to assist users to locate bike storage on trains.

Northern recognised the delivered improvements that this group has accomplished over time in close working with the rail industry. They value the input from the group in moving forward to improve 2020 as a year of growth; aiming to get the right cycle facilities in the right place, to actively seek to work with partners and really to understand the needs of communities including improved data collection.

Trans Pennine Trail

The Campaign actively supports the work of the Trans Pennine Trail by direct participation on the steering group and through group membership of the Friends of the Trail. The group has been working on the reconnection of the trail under the Mersey Gateway bridge. A site meeting was held recently which identified ways to improve the route and although this route is now open, further work is ongoing to upgrade the surface of the path.

Don Thompson

Cycling events

Merseyside Cycling Campaign AGM

Saturday 7 December

10am for 10.30am start

Fodder Canteen, 65a Norfolk Street, L1 0BE Liverpool

Vegan Scouse will be available

Christmas Cycle Ride for Alder Hey

Sunday 8 December 2019

9.15am Pier Head

Breckfield and North Everton Neighbourhood Community's annual Santa Cycle from the Pier Head, Liverpool to Alder Hey Children's Hospital. The aim is to share some Festive Cheer with the poorly children and families who can't enjoy Christmas from the comfort of their own home.

Road Safety Week

18-24 November 2019

The Road Safety Week theme this year is "Step up for Safe Streets".

www.roadsafetyweek.org.uk

Regular events

Merseyside Cycling Campaign meetings

MCC meets on the third Monday of the month. 6pm. See website for details merseycycle.org.uk

St Helens Pedal Power

A friendly volunteer led community initiative created by Sustrans. Working to promote local cycling, providing free use of bikes and helmets it runs regular weekly rides to suit all abilities. facebook.com/StHelensPedalPower

Sefton Cycle Chat

MeCycle Cafe, 59 Station Road, Ainsdale, PR8 3HH, 18.00-20.00. To book a place, call 0151 934 4541 activetravel@sefton.gov.uk activetravelsefton.co.uk

Wirral Cycle Belles

The group started in 2010 and has gone from strength to strength. We lead short friendly cycle rides just for women using the quieter parts of the Wirral and maybe beyond.

We meet once a month on Saturday morning in Port Sunlight near to the train station. There is always a café stop part way round and we aim to return by lunchtime. Newcomers are welcome. You even get a goody bag to encourage your cycling! Rides leave at 10am from under the company clock, Lever House on Wood Street CH62 4XB. www.wirralbicyclebelles.blogspot.com

Tour de Friends

Tour de Friends is a cycling group operating from Waterloo Community Centre.

We are a Cycling UK affiliated group, delivering led rides on a weekly basis, rides last two hours and are ridden at a leisurely pace with an emphasis on social cycling.

Information about the group rides ride time – two hours ride length – approximately 8-10 miles

Wirral Cycling Group

Wirral Cycling Group was formed in 1988 by a group of cyclists who wished to promote more cycling around the Wirral, by organising escorted cycle rides suitable for everyone and of all abilities.

General enquiries about joining to Neil: wirralcycling@gmail.com or at wirralcycling.org.uk

Birkenhead North End Cycling Club

Wednesday, Saturday and Sunday morning club runs from the Eureka café and many more rides.

www.bnecc.co.uk

North Liverpool Cycle Project
Annual
Christmas Cycle Ride
for Alder Hey

Date: Sunday 8th December
Meet: 9.15am Pier Head, Liverpool
Depart: 9.45am to Alder Hey Hospital

For more information or to book a place contact
Bob or Alan T: **288 8400**
E: chris.alston@cyclinguk.org

All Riders to:

- Dress in a Christmas theme
- Decorate their cycles
- Bring a wrapped present for a child with a tag on it stating for boy or girl and age

Alder Hey

Logos: Merseyside Police, Wirral Cycling, North Liverpool Academy, Ride Social, Liverpool City Council

Cycling UK Merseyside events



Rides are arranged on Sundays and Wednesdays. C/ D rides for beginners and families are arranged on the occasional Saturday morning and Trail rides on the occasional Friday. Friday and Saturday rides are a joint venture with Liverpool Century Road Club [LCRC]. There will be no trail rides during the months of December, January and February. Dates for C/D rides for January and February will be published on the google group, when finalised.

The official start of a ride will be the point at which the designated runs leader for the ride assumes responsibility. It is the responsibility of the individual rider to arrive at either the start point or at any pick up point arranged for that ride. Riders who wish to travel to the start of a ride or to a particular pick up point together should make arrangements using the club google group. The what's app group and facebook page can be used in addition.

A complete list of start points and pickup points follows. For details of the pick up point for a particular ride please refer to the final NB column of the runs list and explanation at the end of the runs list.

Pick up points

- 1 Birkenhead Central is accessible in a few minutes from James St Station on the Wirral line to Chester or Ellesmere Port. Meet outside the station.
- 2 Calisa coffee shop is 84 Childwall Priory Rd, Liverpool L16 7PF
- 3 Hunts Cross Station is in Speke Road, L25 0NN.
- 4 Eureka Café is at Two Mills, Parkgate Road, Woodbank, Chester CH1 6EZ [see also www.eurekacyclistscafe.co.uk] If travelling by train the café is approximately a 4 mile ride from Hooton Station or a 2 mile ride from Capenhurst Station.
- 5 Ormskirk Station is at Station Approach, Ormskirk, L39 2YN.
- 6 The Dormouse tearooms, The Smithy, Chester Rd, Daresbury, Cheshire.

- 7 Spike Island car park is situated in Mersey Road, West Bank, Widnes Cheshire, WA8 0DG
- 8 Pickering's Pasture is in Mersey View Road, Widnes, WA8 8LP
- 9 Calderstones Park, Liverpool 18. Meet Yew Tree lane car park.
- 10 McDonalds café, Aintree Shopping Park, Ormskirk Road, Liverpool L9 5AN. Nearest rail station is old Roan.

Category of rides (an indication of what to expect, though rides may be easier, or occasionally more difficult).

A: challenging, major (steep +/- long) hills, or >70 miles, or both. Avr. pace 12-15 mph

B: moderate, less challenging (short +/- lesser gradients), 50-70 miles. Avr. pace 10-14 mph

C: mainly flat, 30-50 miles: avr. pace 10-12 mph. suitable for fit beginners/prospective members.

D: mainly flat: 10-20 miles avr. pace 10-12 mph, beginners and family rides

All runs are subject to prevailing weather conditions and the availability of the runs leader and may be cancelled by the designated runs leader. Ride leaders should use the googlegroup to inform the club of any problems, supplemented by the What's app and facebook. If the runs leader is unavailable an effort should be made to find an alternative leader to lead the ride from the designated start point on the runs list. All riders should therefore check the google group, what's app and possibly facebook for any alterations at about 7.30 am on the morning of the ride. If in doubt contact the runs leader as follows

Name	Telephone Number
HF	07887 623870
DG	07817 072644
JH	07831098689
DJ	07972 163370
GJ	07597055683
KM	07400 797474
DT	07963 432568
SM	07503178369
SS	07914492319
MS	07714246360

N.B. Will all riders please note that they participate in the club activities at their own risk, and no responsibility can be accepted for any claim due to the negligence of the club or its members.

All riders should ideally carry a pump, a spare tube or two and a puncture repair kit. Riders should also check the weather forecast and wear suitable clothing.

Date	Start	Depart	Destination	Leader	Cat	NB
------	-------	--------	-------------	--------	-----	----

NOVEMBER

Wed 3	Eureka	10.30	Old Ma's	GJ	B	
Fri 1	Calisa	9.30	Trail ride	SS	1	
Sun 3	Eureka	10.30	Mold	GJ	C	
Wed 6	Eureka	10.30	Tarporley	DG	B	
Sat 9	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 10	Calisa	9.30	Applecass	SM	C	
Wed 13	Calisa	9.30	Pimbo Garden Centre	GJ	B	3
Sun 17	Ormskirk	10.30	Croston	RB	B	
Wed 20	Eureka	10.30	Tattenhall	HF	B	
Sat 23	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 24	Eureka	10.30	St Pio's	KM	B	
Wed 27	Eureka	10.30	Delamere	DG	B	
Fri 29	Spike Island	9.30	Trail Ride	SS	1	

DECEMBER

Sun 1	Hunts X	9.30	Anderton Boat Lift	DJ	B	
Wed 4	Calisa	9.30	Lancs Lanes	DT	B	3
Sat 7	Calderstones	9.30	Lancs Lanes	SS	C/D	
Sun 8	Eureka	10.30	Cheshire Lanes	DN	B	
Wed 11	Eureka	10.30	Holt	DG	B	
Sun 15	Hunts X	9.30	Arley Hall	DJ	B	
Wed 18	Eureka	10.30	Christmas Lunch	HF		
Sat 21	Spike Island	9.30	Cheshire Lanes	SS	C/D	2
Sun 22	Impromptu					
Wed 25						
Sun 29	Hamilton Square	10.00	Wirral Coast	GJ	C	

JANUARY

Wed 1						
Sun 5	Hunts X	9.30	Sankey Valley	KM	B	
Wed 8	Ormskirk St	10.30	Parbold	DG	B	
Sun 12	Eureka	10.30	Manor Farm	SM	B	
Wed 15	Eureka	10.30	Walk Mill	GJ	B	
Sun 19	Eureka	10.30	Cheshire Lanes	TS	B	
Wed 22	McDonalds Aintree	10.30	Lancs Lanes	JH	B	4
Sun 26	Hunts X	9.30	Lymm	DJ	B	
Wed 29	Eureka	10.30	Lock Gates	HF	B	

FEBRUARY

Sun 2	Hunts X	9.30	Cheshire lanes	KM	B	
Wed 5	Eureka	10.30	Old Ma's	DG	B	
Sun 9	Hunts X	9.30	Cheshire lanes	DN	B	
Wed 12	Eureka	10.30	Meadow Lea	GJ	B	
Sun 16	Eureka	10.30	Cheshire Lanes	TS	B	
Wed 19	Calisa	9.30	McCycles	DG	B	3
Sun 23	McDonalds Aintree	10.30	Lancs Lanes	RB	B	4
Wed 26	Eureka	10.30	Chocks Away	HF	B	

[1] Trail bike or MTB recommended for this ride [2] Pickup for D riders at 10.30 at The Dormouse Tea rooms, Daresbury [3] Liverpool riders depart at 9.00 from Calisa. Alternately catch the 9.50 train with Wirral riders to arrive at Ormskirk at 10.22 [4] Pickup at Blue Anchor at 10.30 [5] Liverpool riders depart Calisa 9.00



Hot Tarmac

In stark contrast with 2018, the fierce sky burnt down upon the riders, reddening skin and boiling our blood. My granny gear enmeshed with the biggest cog I had, yet still heart and lungs labored at the limit to feed sufficient oxygen into my screaming, 70 year old quadriceps. Amidst the steady fervour of this uphill crawl I lifted my eyes to the top of the climb and beyond where the cliffs of a hazy Cadair Idris filled and dominated the distant skyline. Thrilled and emboldened I surged up to meet this massif, a mere romp over the top and, immediately, screaming down through roaring wind.

The flapping notes said of the tiny road on the right 'easy to miss' and, with a tight, rubbery squeeze that drove the rims towards flashpoint, I raked over to take the turn, slowing fast. The tiny lane welcomed me in, cooling and welcoming in its dappled green light, a gentle and distant echo of the sadistic sunblaze of the A470. Then the road rose skywards again and up we went.

This was the 'easy route' of the Wild Wales Challenge of 2019, with its beautiful 64 miles and 6400 feet of climbing into a chiaroscuro of veiled mountains, split asunder by burbling waterways and threads of tarmac that undulated, soared and dived through a diversity of droning bumblebees, flapping pink ladies, plump blackberries, tumbling ruins and, all along, the susurruration of cycle chains.

While a frequent rider in North Wales, this newness could have been Canada or Montenegro with the unseen arts of nature spearing one's consciousness around bends and behind hilltops. Breathtaking to the extent of uttered 'wows' and 'unbelievable' and a realisation that I just had to stop talking to myself and get on with this stunning ride.

Derek Gould



Cyclists ride at Leverhulme

[Leverhulme Summer Cycle](#)

Sunday 22 September

Hundreds of people got on their bikes to explore the hidden tracks of Wirral's historic Leverhulme Estate on Sunday 22nd September.

The event was the first of the not-for-profit, Rethink Now CIC, that I set up earlier this year. I've become a bit obsessed with sustainable transport so it was great to be approached by the Leverhulme Estate to organise the event, which we ran in partnership with Pedalare Events.

I was awoken by torrential rain early in the morning but the weather had cleared by the time William and I arrived on site to setup. The weather did not put people off – we think around 300 people came through the gates over the course of the day, all of whom helped create a fantastic atmosphere.

It was great to see people

young and old exploring the hidden tracks of the estate. Seeing kids covered from head to toe in mud was a highlight, as was witnessing a friend doing laps of the roundabout on his Brompton.

Huge thanks to all who helped on the day and to the various organisations that took part - Peter Williams who represented Cycling UK and the team from Merseyside Road Safety Partnership.

The event coincided with World Car Free Day so it was fantastic to give people the chance to be surrounded by walkers and cyclists. As we try to figure out what the climate emergency really means to society we hope to use the event as an example of the huge benefits of what communities can expect to see if we leave our cars behind.

Follow Rethink Now CIC online for updates on future projects and get in touch if you'd like to know more about what we have planned.

Edward Lamb

[@edwardlamb](#)

